

**MINUTES OF THE
WILLIAMSON COUNTY REGIONAL PLANNING COMMISSION
MEETING OF OCTOBER 12, 2006**

MEMBERS PRESENT

John Cain
Susan Fisher
John Lackey
Steve Lane
Pete Mosley
Robert Medaugh
Paul Pratt, Jr.
Brian Sanders
Jack Walton

STAFF PRESENT

Joe Horne, Community Development Director
Mike Matteson, Planning Director
Floyd Heflin, County Engineer
William Andrews, Assistant to the County Engineer
Ann Haines, Planner
Aaron Holmes, Planner
Jama Olsen, Planner
Ann Shaffer, County Attorney
Sheila Myers, Planning Assistant
Lori John, Planning Secretary

The Williamson County Regional Planning Commission met in regular session Thursday, October 12, 2006, at 7:00 p.m., in the Auditorium of the Williamson County Administrative Complex. Commissioners Lamb, Murdic and Crohan were unable to attend.

Chairman Lackey called the meeting to order.

Mr. Horne made the following announcements:

1. Announcement of Steering Committee Meeting Wednesday, October 18th, 2006 at 11:00 a.m. to be held in the 4th Floor Conference Room.
2. Items 1 and 25 moved from Consent for separate consideration.
3. Withdrawal of Items 30 and 33.

CONSIDERATION OF MINUTES:

Chairman Lackey asked for a motion to consider the minutes of the September 14, 2006 meeting. A motion was made by Commissioner Sanders to approve, and seconded by Commissioner Pratt. The motion passed unanimously.

CONSENT AGENDA:

BONDS:

1. **Abington Ridge, Section 1** – Performance Bond for Landscaping - \$27,700.
Recommendation: NOT ON CONSENT.
2. **Abington Ridge, Section 1** – Performance Bond for Roads, Drainage and Erosion Control - \$300,000.
Recommendation: Convert to Maintenance in the amount of \$200,000 for a period of one (1) year.
3. **Abington Ridge, Section 1** – Performance Bond for Collection System - \$180,700.
Recommendation: Extend the current amount for one (1) year.
4. **Abington Ridge, Section 1** – Performance Bond for Backup Treatment System - \$410,300.
Recommendation: Extend the current amount for one (1) year.
5. **Abington Ridge, Section 1** – Performance Bond for Treatment & Disposal System - \$422,650.
Recommendation: Extend the current amount for one (1) year.

6. **Addition to McLemore Farms, Section 1** – Maintenance Bond for Landscaping - \$2,200.
Recommendation: Release the bond.
7. **Addition to McLemore Farms, Section 2** – Performance Bond for Roads, Drainage and Erosion Control - \$100,000.
Recommendation: Extend the current amount for six (6) months.
8. **Addition to McLemore Farms, Section 2** – Performance Bond for Wastewater Treatment System - \$180,000.
Recommendation: Extend the current amount for one (1) year.
9. **Addition to McLemore Farms, Section 2** – Performance Bond for Backup Wastewater Treatment System - \$256,800.
Recommendation: Extend the current amount for one (1) year.
10. **Addition to Legends Ridge, Section 1** – Maintenance Bond for Sewer (Lynnwood Utility) - \$10,000.
Recommendation: Extend the current amount for one (1) year.
11. **Addition to Legends Ridge, Section 1** – Performance Bond for Roads, Drainage & Erosion Control – \$68,000.
Recommendation: Convert to Maintenance in the amount of \$40,000 for a period of one (1) year.
12. **Addition to Legends Ridge, Section 2** – Performance Bond for Roads, Drainage & Erosion Control - \$63,000.
Recommendation: Convert to Maintenance in the amount of \$38,000 for a period of one (1) year.
13. **Addition to Legends Ridge, Section 3** – Performance Bond for Roads, Drainage & Erosion Control - \$22,000.
Recommendation: Convert to Maintenance in the amount of \$8,000 for a period of one (1) year.
14. **Belle Vista, Section 1** – Performance Bond for Landscaping - \$19,050.
Recommendation: Convert to Maintenance in the amount of \$5,715 for a period of six (6) months.
15. **Belle Vista, Section 1** – Performance Bond for Water (HB & TS) - \$72,660.
Recommendation: Convert to Maintenance in the amount of \$10,900 for a period of one (1) year.
16. **Belle Vista, Section 1** – Performance Bond for Roads, Drainage & Erosion Control - \$187,000.
Recommendation: Convert to Maintenance in the amount of \$135,000 for a period of one (1) year.
17. **Belle Vista, Section 1** – Performance Bond for Backup Treatment System - \$320,000.
Recommendation: Extend the current amount for one (1) year.
18. **Belle Vista, Section 1** – Performance Bond for Sewer Collection System - \$751,500.
Recommendation: Extend the current amount for one (1) year.
19. **Black Hawk, Section 1** – Performance Bond for Roads, Drainage & Erosion Control - \$148,000.
Recommendation: Convert to Maintenance in the amount of \$70,000 for a period of one (1) year.

20. **Brienz Valley, Section 1** – Performance Bond for Water & Fire Protection (HB&TS) - \$41,850.

Recommendation: Convert to Maintenance in the amount of \$6,278 for a period of one (1) year.

21. **Brienz Valley, Section 1** – Performance Bond for Roads, Drainage & Erosion Control - \$58,000

Recommendation: Reduce amount to \$40,000 for a period of one (1) year.

22. **Cayce Springs Estates** – Performance Bond for Roads, Drainage & Erosion Control - \$45,000.

Recommendation: Extend the current amount for six (6) months.

23. **Legends Ridge, Section 5** – Maintenance Bond for Roads, Drainage & Erosion Control - \$56,000.

Recommendation: Release the bond.

24. **Natchez Valley, Section 2** – Maintenance Bond for Roads, Drainage & Erosion Control - \$50,000.

Recommendation: Release the bond.

25. **Rosemont** – Maintenance Bond for Roads, Drainage & Erosion Control - \$135,000.

Recommendation: **NOT ON CONSENT.**

FINAL PLATS:

34. **FINAL PLAT REVIEW FOR ADDITIONS @ LEGENDS RIDGE, SEC. 2A, LOT 924, CONTAINING 1 LOT ON 1.53 ACRES LOCATED OFF LAKE VALLEY DRIVE IN THE 8TH VOTING DISTRICT.**

This plat is in order. Approval is recommended pending:

1. Posting a requisite performance bond for roads, drainage, and erosion control in the amount of \$23,000; and
2. Revise the Sewer Certificate to read per Appendix B-7 of the Williamson County Subdivision Regulations.

There being no comments, Commissioner Walton made a motion to accept Staff's recommendation on the consent agenda items. Commissioner Lane seconded the motion, which passed by unanimous voice vote.

ITEM 1

ABINGTON RIDGE, SECTION 1 – PERFORMANCE BOND FOR LANDSCAPING.

Mr. Horne reviewed the background (see Staff report) recommending the bond be extended in the current amount for a period of three (3) months.

Chairman Lackey asked for comments.

There being no comments, Commissioner Pratt made a motion to accept Staff's recommendation. Commissioner Walton seconded the motion, which passed by unanimous voice vote.

ITEM 25

ROSEMONT – PERFORMANCE BOND FOR ROADS, DRAINAGE & EROSION CONTROL.

Mr. Andrews reviewed the background (see Staff report) recommending the bond be extended in the current amount for a period of three (3) months.

Chairman Lackey asked for comments.

There being no comments, Commissioner Cain made a motion to accept Staff's recommendation. Commissioner Pratt seconded the motion, which passed by unanimous voice vote.

PUBLIC HEARINGS

ITEM 26

AMENDMENT TO THE WILLIAMSON COUNTY ZONING ORDINANCE REGARDING FARM SALE USES.

Mr. Matteson reviewed the background (see Staff report) recommending the amendment be forwarded to the County Commission for adoption.

Chairman Lackey opened the Public Hearing.

Dr. Charlie Hatcher, 6561 Arno Road, stated he has an active dairy on his farm and the amendment would allow him to continue this business as well as add value to the product by selling it direct to the consumer.

Commissioner Judy Hayes, 1775 Popes Chapel Road, stated she hoped the Planning Commission would support this amendment and she felt this would be an economic asset to the County in the form of Agri-Tourism.

Dewayne Perry, 4869 Byrd Lane, Director of Williamson County Office of the University of Tennessee Ag Extension, stated he also supported this amendment and it would allow value-added agriculture. He also felt this would be an opportunity to allow the public to experience a “real life farm” operation that would be very educational.

There being no one else wishing to speak, Chairman Lackey closed the Public Hearing.

Chairman Lackey asked for comments.

There being no comments, Commissioner Mosley made a motion to accept Staff's recommendation. Commissioner Walton seconded the motion, which passed by unanimous voice vote.

ITEM 27

SITE PLAN AND CONDITIONAL USE REVIEW FOR JEFFERS LANDSCAPING, A RESIDENTIAL BUSINESS, ON 5.10 ACRES LOCATED AT 6872 ARNO-ALLISONA ROAD IN THE 3RD VOTING DISTRICT

Mr. Holmes reviewed the background (see Staff report) recommending approval with the following stipulations:

1. All signage be approved per Ordinance requirements; and
2. Completion of an Affidavit of Compliance to ensure continued adherence to Section 4520 (M) of the Williamson County Zoning

Ordinance, the approved site plan, and limits listed by the applicant in Attachment 27-3.

Chairman Lackey opened the Public Hearing.

Jonathan Jeffers (applicant), 6872 Arno-Allisona Road, was in attendance for any comments.

There being no one wishing to comment, Chairman Lackey closed the public hearing.

Chairman Lackey asked for comments.

There being no comments, Commissioner Pratt made a motion to accept Staff's recommendation. Commissioner Mosley seconded the motion, which passed by unanimous voice vote.

SKETCH PLANS

ITEM 28

SKETCH PLAN REVIEW FOR GROVE PARK, ADDITION ONE, CONTAINING 12 LOTS ON 34.38 ACRES LOCATED OFF ARNO-COLLEGE GROVE ROAD IN THE 3RD VOTING DISTRICT

Mr. Matteson reviewed the background (see Staff report). A number of items must be addressed with future submittals.

The preliminary plat must address the following:

1. Submission of road, drainage and erosion control plans for review/approval by the County Engineer;
2. Submission of water plans for review/approval by Nolensville/College Grove Utility District; and
3. Identification of critical lots demonstrating protection of the requisite percentage of natural resources.

The Final Plat must address the following:

1. Prior to consideration of final plat approval, the applicant shall submit HOA documents for review and approval by the County Attorney's office. The approved HOA documents must be recorded prior to the recording of the final plat;
2. Establishment of performance bonds for roads, drainage, and erosion control;
3. Establishment of a performance bond for water improvements in favor of Nolensville/College Grove Utility District;
4. Execution of a Stormwater Maintenance Agreement and submission of an Operation and Maintenance Plan for stormwater improvements; and
5. Final approval of all septic systems for each lot from the Williamson County Department of Sewage Disposal Management.

Chairman Lackey asked for comments.

Joey Wilson, the engineer for this project, and Brian Sullivan, the developer, were in attendance to answer questions.

Commissioner Fisher stated she had received a letter from the residents of Grove Park objecting to this addition. She stated that the residents were unaware that the cul-de-sac would eventually be extended and they were concerned about the condition of the road. She visited the site and agreed the road was very rough because the final paving had not been done.

Mr. Sullivan stated that he also received a copy of this letter. He stated that with regards to the road condition, the County currently has a bond in place to ensure that final pavement would be done and he is working with Staff on this. Also in the letter was some concerns about signage and this has been addressed and installed since the letter was sent. He stated he is willing to work with residents to ensure all issues are addressed.

Chairman Lackey wanted to know if it is County Policy that the E-mix is put in the first section prior to completion of other sections.

Mr. Andrews stated the County's Regulations require that at 80% build-out of a particular section of a subdivision the developer may be allowed to place the asphalt surface mix. Also the County has requested Road Protection Bonds in the past when there was only one entrance to a subdivision. His recommendation would be that the road be surfaced now and possibly a Road Protection Bond be established for any future development.

Chairman Lackey stated he felt the County had an obligation to protect Grove Park Drive if this project moves forward from Sketch Plan phase.

Mr. Sullivan stated that he had discussed this with staff and would be happy to accommodate the County with whatever was decided.

Chairman Lackey wanted to know what the roads current condition was.

Mr. Andrews stated he visited the site today, October 12, 2006, and the road surface was beginning to wear but there were no potholes. He did feel, however, that it is time for the road to be surfaced.

Commissioner Mosely wanted to know if the applicant owned the land to Drumright Road or Trails End Road.

Mr. Sullivan stated they did not but they had talked to some of the adjacent property owners and none were willing to sell at this time. He is hoping he will be able to acquire property that adjoins to one of these roads.

Chairman Lackey stated it is likely the Planning Commission would require access to either Drumright Road or Trails End Road before too many lots are added. In essence there is only one entrance in and out of this development and the Planning Commission tries to avoid this. He feels the applicant should continue in his efforts to acquire property that would give access to either one of these roads.

There were no other comments,

No vote was required.

RESIDENTIAL SITE PLANS

ITEM 29

**RESIDENTIAL SITE PLAN REVIEW FOR CHALMERS COVE (PRCD),
CONTAINING 346 LOTS ON 566.11 ACRES LOCATED OFF N. BERRY'S
CHAPEL ROAD IN THE 8TH VOTING DISTRICT.**

Mr. Matteson reviewed the background (see Staff report). Staff recommends that this site plan be disapproved due to the findings and recommendations of the County's traffic consultant and other concerns related to the number of critical lots and roadways within colluvial soils.

In the event this body chooses to approve the site plan, the following items would need to be addressed with future submittals:

The Preliminary Plat submittal would need to address the following:

1. Submission of road (on- and off-site), drainage and erosion control plans for review/approval by the County Engineer. Such would include all improvements to surrounding roadways as recommended in the traffic study. These improvements would need to be approved by the Highway Commission prior to Preliminary Plat review. Should any variances be necessary, approval of a revised site plan would be necessary prior to Preliminary Plat submittal;
2. Submission of water and sewer plans to Mallory Valley Utility District/City of Franklin and Lynwood Utility Corporation, respectively. Such would include all on and off-site developer-constructed improvements;
3. Documentation that the Tennessee Regulatory Authority (TRA) has approved the transfer of service area from the Cartwright Creek Utility Company to the Lynwood Utility Corporation;
4. Submission of letter(s) of determination from the State of Tennessee regarding drainageways as identified by the Engineering Department;
5. Identification of critical lots demonstrating protection of the requisite percentage of natural resources; and
6. Submission of an archeological assessment to define cemetery boundaries.

Prior to consideration of the final plat, the applicant would need to submit HOA documents for review and approval by the County Attorney's Office. The approved HOA documents would have to be recorded prior to the recording of the final plat.

The final Plat submittal would need to address the following:

1. Prior to final plat approval, all off-site roadway improvements identified in the traffic study as necessary to support the level of development approved would need to be constructed;
2. Establishment of performance bonds for roads (on- and off-site), drainage, and erosion control;
3. Establishment of performance bond for water improvements in favor of Mallory Valley Utility District and the City of Franklin;
4. Establishment of the requisite performance bond amounts for sewer, as specified by Lynwood Utility Corporation;
5. Submission of landscaping plans and establishment of appropriate performance bonds for landscaping; and
6. Execution of a Stormwater Maintenance Agreement and submission of an Operation and Maintenance Plan for stormwater improvements.

Mr. Bill Lockwood, consultant for Barge Waggoner, Summer & Cannon, reviewed this site plan and stated that the site comprises of rolling terrain, ridges, hill tops, valleys and streams. They have tried to respect these resources in their planning process. A soil analysis was done and there are some slippage soils and most lots are outside of this. They have had a Geotechnical Engineer look at this material and the condition and he stated this could be worked through during the construction project with close observation from him. They have stayed off the hilltops due to the steep slopes. Mallory Valley Utility would provide water, but a water tank would be required for fire protection. He also noted that taking away acreage for the flood plains, TVA Lines, minor right-of-way buffer areas would leave a total of 509 acres. There would then be 292 acres of open space, over 52% of the total property. The Resource Protection Land, as required through the resource analysis, would be 260.81 acres. Based on these calculations the allowed density would be .735 units an acre or 374 lots. They are proposing .68 units an acre or 346 lots.

Mr. David Riesland, Traffic Engineer with Barge Waggoner, Summer & Cannon, stated they sought to evaluate all of the site's main connections to the major roadways as well as key intersections close to the site during development of the traffic impact study. He also stated the study area was expanded due to comments received from previous traffic impact studies. As this study progressed, it became evident that certain locations would become the subject of mitigation, either to offset capacity deficiencies, to provide County standard cross sections for pavement widths, or to elevate safety considerations. Mitigations for capacity issues include an additional through lane on the Lynwood Way approach to Franklin Road, the optimization of all traffic signals within the study area and the removal of the all-way stop condition at the S. Berry's Chapel Road intersection with Farmington Drive. Mitigation to bring County roads up to standards included shoulder widening along N. Berry's Chapel Road, Hidden Valley Road and Manley Lane. Mitigations to offset safety considerations include guardrail installations along N. Berry's Chapel Road, guardrails and warning sign installations along Manley Lane and a return to all-way stop control on N. Berry's Chapel Road intersection with Lynwood connectors. The latest traffic impact study included more specific guidelines concerning what would and would not be allowed to be a part of the analysis of the Hillsboro Road Corridor.

Mr. Bill Hayes, Transportation Engineer with Barge Waggoner, Summer & Cannon, stated the Hillsboro Road Corridor provided somewhat of a challenge due to the fact the original mitigation strategy was to provide widening a section of Hillsboro Road between Manley Lane and SR 46 where there is a school, a narrow bridge and a number of other restrictions in the area. When they learned that widening Hillsboro Road was not an option, they had to look at other ways to address a delay in speed issues in the corridor. The corridor they studied was north of Manley Lane to south of S. Berry's Chapel Road. He stated the preferred method to analyze these issues was based on the Highway Capacity Manual. The method would look at all the signalized intersections and then run a test car to determine real life, real time delay in the peak hours. This is what they did. They divided the corridor into four segments that reflected the different characteristics of Hillsboro Road. They took four runs in the morning at peak hour and another four runs in the afternoon peak hour in both directions and they found the low levels of service between the SR 46 signal and the Manley Lane signal where you would imagine them to be. When you get south of Manley Lane the level of service is much better. When doing test runs you stay with the flow of traffic and when these were conducted traffic was going well above the speed limit in the afternoon peak hours. He also stated that part of the analysis of looking at an entire corridor is to look at intersection delay. They had one intersection at SR 46, which has a signal that was not included in the original study. They went back and did peak hour morning and afternoon turning movement counts and after including this in their study, they concluded the entire level of service for the three mile corridor is Level C on average. He stated that even with the proposed development and other growth, they could still maintain Level C with the improvements that are being proposed.

Mr. David Schwab, the applicant, summarized by saying they are setting aside 52% of this property that will never be developed. He also stated they are not maximizing the property; if they were, they would have 376 lots instead of 346. He stated the owners are entitled, under the codes, to develop their property and they have met every regulation this body has requested with the exception of the traffic study. The traffic study has been difficult due to the fact the codes require a 1985 manual be used and this has been updated three times. When using the most current traffic manual, the service level is a 'C' without any improvements, but they agree with Staff that improvements should be made to the different intersections and will comply with this request 100%.

Chairman Lackey requested Steve Tocknell, Traffic Engineer with Reynolds, Smith & Hill, an Engineering Consulting Firm, address the traffic study.

Mr. Tocknell stated that when the study was scoped in January 2006 it was stipulated the applicant use the latest edition of the Highway Capacity Manual as a guide in conducting his analysis. The methodology that was used was the two way street methodology as documented in the 2000 edition of the manual. This method has evolved since the 2000 edition was released and this is one of the reasons it was felt a traffic study should be conducted so the applicant would use the latest methodology. The switch from one chapter of the manual to a different chapter was not made until after the consultants were given the traffic study to review and their review was completed. The documentation for the urban streets methodology was not submitted to Reynolds, Smith & Hill until October 6th so they have not had time to study the methodology. He stated he has questions about the methodology. The Highway Capacity Manual stipulates the spacing between signalized intersections should be two miles or less and he believes the part of the corridor the applicant selected makes the corridor, as a whole, show an acceptable level of service. This, however, may not be eligible for inclusion in this analysis because the signals between Berry's Chapel Road and Old Hillsboro Road are over two miles apart. He believes the critical issue on the methodology is how you select your corridor limits and if you can include a corridor where nobody goes, along with a corridor where everybody goes, only then would you get a good answer. He believes everyone understands the further north you go within this corridor, the worse it gets and if you go south it gets better. Depending on what result you are looking for you go further south. The logic would be to select corridor limits that correspond with the project limits and he believes SR 46 would be a logical boundary for any project to improve Hillsboro Road. He believes there are issues that are more important than this, principally with local streets in the area where County standards would not be met and would continue to not be met even with all of the recommendations. Also, an analysis was submitted for Franklin Road using the methodology that was originally used for Hillsboro Road but the methodology for Franklin Road has not been updated. In other words, they used a different methodology for Franklin Road.

Chairman Lackey wanted to know when Mr. Tocknell received the latest version of the traffic study.

Mr. Tocknell stated the latest version was received on October 6th and it included the alternate methodology of Hillsboro Road. He stated the guidelines that were issued in January by the County to the applicant asked for a separate analysis of each individual phase of the development. As an alternate approach, in one of the studies the applicant was proposing to go up to, if they were limited, to five acre lots before they implemented any improvements. The best way to do this in order to make it look like you are not shopping for the best methodology to get the preferred answer is for all parties to agree on the methodology at the outset of the study rather than at the conclusion. He also noted that there are still issues with Franklin Road that have not been addressed, as well as Hillsboro Road. The consultant is concerned with the design of the roadways in the existing design. This design does not meet County standards based on the design, and development rights-of-ways would have to be acquired

in order to improve those roadways and none were included in this study. The consultant asked for some planning level cost estimates to be included using TDOT information from recent bids comparable to this project and the June traffic study included some cost estimates they were concerned about because they appear to be low and the cost estimates have been taken out of the traffic study and would be subject to review at the preliminary plat stage. Also, the locations of the design improvements that have been discussed have been taken out and have not been specified. The applicant is not proposing to specify those locations until the preliminary plat stage. There were some places where the consultant was tracking the analysis in relation to the recommendations and they found the recommendations do not cover Hidden Valley Road, south of Manley Lane, although the analysis indicates there may be some problems with that roadway. By simply looking at their map there appears to be problems with Hidden Valley Road at N. Berry's Chapel Road. The site entrance, as of the October 6th letter, includes an analysis of sight distance problems at the northern entrance but the recommendations were not updated to reflect this additional analysis. The letter also includes a sight distance analysis of the intersection of Hidden Valley Road and Manley Lane. There were serious sight distance problems identified at this intersection but this also does not include recommendations to address these problems. Farmington Drive at S. Berry's Chapel Road is problematic. Based on the problems with right-of-way acquisitions, it does appear that there will be several locations where the County design standards will not be met. Mr. Tocknell stated with all of his concerns he could not recommend approval.

Commissioner Pratt wanted to know what level of service Mr. Tocknell thought Hillsboro Road is.

Mr. Tocknell stated he believed it was a Service Level D. He has reviewed a number of time travel runs that were conducted by the MPO, or on their behalf, subsequent to the additional analysis he received, and sometimes they match up and sometimes they do not. In one case, the speed that was analyzed by the MPO in 2005 north of Hillsboro Road is somewhat lower than the speed that was identified by the analysis that Barge Waggoner, Summer & Cannon did.

Commissioner Pratt wanted to know how the applicant came up with a Service Level C and Mr. Tocknell came up with a Service Level D.

Mr. Tocknell stated that the Service Level C was based on averaging it out over the segment that Barge Wagner, Summer & Cannon analyzed.

Commissioner Pratt wanted to know if different methodologies were used because they were so different.

Mr. Tocknell stated "No, it all depends on how you look at it." If you find a part of Hillsboro Road where the traffic is flowing freely and average it in with a part of Hillsboro Road where it is not flowing freely, it is just a question of how big is each part.

Commissioner Walton stated he lived off of Hillsboro Road, and, as a layman, he did not know the difference between a Service Level C and D but that at 6:00 in the evening it was a like a parking lot.

Mr. Tocknell stated that would be a Service Level D.

Commissioner Walton stated there was no way someone could do the speed limit at afternoon peak hour.

Again, Mr. Tocknell stated it was in how it was averaged together.

Commissioner Medaugh wanted to know if any of the slopes had colluvial soils.

Chairman Lackey stated that he had asked Staff to analyze what slopes the lots were on and that 113 lots were less than 15%, 153 lots are between 15% and 25%, 75 lots are between 25% and 35%, and 5 lots are greater than 35%. This is based on the applicant's site plan.

Commissioner Pratt stated everyone has a right to develop their land, but there is a process by which you have to go through and he would recommend the applicant and the adjacent property owners have a meeting to discuss a plan that will meet Staff's recommendations and also make everyone involved happy.

There being no additional comments, Commissioner Walton made a motion to accept Staff's recommendation and deny the site plan for the reasons outlined in the Staff report. Commissioner Fisher seconded the motion, which passed by unanimous voice vote.

PRELIMINARY PLATS

ITEM 30

PRELIMINARY PLAT REVIEW FOR ABINGTON RIDGE, PHASE 4, CONTAINING 11 LOTS ON 13.14 ACRES LOCATED OFF MURFREESBORO ROAD IN THE 4TH VOTING DISTRICT.

This item was withdrawn.

ITEM 31

PRELIMINARY PLAT REVIEW FOR SEVEN SPRINGS, CONTAINING 15 LOTS ON 88.82 ACRES LOCATED OFF HALEY LANE IN THE 5TH VOTING DISTRICT

Miss Olsen reviewed the background (see Staff report). Staff recommends approval of the preliminary plat.

In conjunction with final plat consideration, the following items will need to be addressed:

1. Establishment of performance bonds for roads, drainage, and erosion control;
2. Establishment of a performance bond for water improvements in favor of Nolensville/College Grove Utility District;
3. Submission of landscaping plans and establishment of appropriate performance bonds for landscaping;
4. Final approval of septic systems for each lot from the Williamson County Department of Sewage Disposal Management;
5. Dedication of right-of-way 30 feet off centerline of Haley Lane;
6. Payment of funds-in-lieu of detention.

Chairman Lackey asked for comments.

Jamie Reed, the applicant's consultant, was in attendance to answer any questions.

There being no comments, Commissioner Pratt made a motion to accept Staff's recommendation. Commissioner Sanders seconded the motion, which passed by unanimous voice vote.

ITEM 32

PRELIMINARY PLAT REVIEW FOR VALE CREEK, CONTAINING 28 LOTS ON 52.01 ACRES LOCATED OFF BETHESDA ROAD LANE IN THE 3RD VOTING DISTRICT

Mr. Matteson reviewed the background (see Staff report). Staff recommends approval of this preliminary plat.

In conjunction with final plat consideration, the following items will need to be addressed:

1. Prior to consideration of final plat approval, the applicant shall submit HOA documents for review and approval by the County Attorney's office. The approved HOA documents must be recorded prior to the recording of the final plat;
2. Establishment of performance bonds for roads, drainage, and erosion control;
3. Establishment of a performance bond for water improvements in favor of HB&TS Utility District;
4. Submission of landscaping plans and establishment of appropriate performance bonds for landscaping;
5. Execution of a Stormwater Maintenance Agreement and submission of an Operation and Maintenance Plan for stormwater improvements;
6. Final approval of septic systems for each lot from the Williamson County Department of Sewage Disposal Management; and
7. Dedication of right-of-way 30 feet off centerline of Bethesda Road.

Chairman Lackey asked for comments.

There being no comments, Commissioner Cain made a motion to accept Staff's recommendation. Commissioner Lane seconded the motion, which passed by unanimous voice vote.

FINAL PLATS

ITEM 33

FINAL PLAT REVIEW FOR AGRESTIC, LARGE LOT EASEMENT SUBDIVISION, CONTAINING 5 LOTS ON 98.28 ACRES LOCATED OFF CASPARIS ROAD IN THE 2ND VOTING DISTRICT

This item was withdrawn.

ITEM 34

FINAL PLAT REVIEW FOR ADDITIONS @ LEGENDS RIDGE, SECTION 2A, LOT #924, CONTAINING 1 LOT ON 1.53 ACRES LOCATED OFF LAKE VALLEY DRIVE IN THE 8TH VOTING DISTRICT.

Part of consent agenda.

OTHER BUSINESS

ITEM 35

INTER-PLANNING REVIEW FOR WATERFORD CREST (LIBERTY PIKE & CAROTHERS), CONTAINING 244 DWELLING UNITS AND 175,000 SQ. FT. OF NON-RESIDENTIAL SPACE ON 53.79 ACRES, LOCATED OFF LIBERTY PIKE IN THE 4TH VOTING DISTRICT.

Mr. Matteson reviewed the background (see Staff report).

Chairman Lackey asked for comments.

Commissioner Mosley suggested they leave as many tree's as possible along Liberty Pike.

There were no other comments.

No vote was required for this item.

ITEM 36

DECEMBER MEETING LOCATION

Mr. Horne stated that the City of Franklin would allow the Planning Commission use of their Board Room for the December Planning Commission Meeting.

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There being no further business, the meeting was adjourned at approximately 8:45 p.m.

APPROVED BY A MAJORITY VOTE BY THE WILLIAMSON COUNTY PLANNING COMMISSION ON NOVEMBER 9, 2006.

_____ CHAIRMAN JOHN LACKEY